

6-A	6' x 6'	300'	L-13	ch 1	6	(n/a)		SB-thru (far)
6-B	6' x 6'	90'	L-14	ch 2	6	L-16	ch 2	SB-thru (near)

Results: The southbound left turn loop provided calls to two phases ($\Phi 1$ and $\Phi 6$), as noted earlier. Slots 3 and 4 were the associated counting detectors for the loop. These counts were slightly different from each other (about 2% off), when they should have been identical. Each of the two slot locations exhibited a severe undercount of around 40% versus the manual counts each day.

The loop from the westbound right turn lane performed very well. The loop almost always slightly overcounted, but rarely by a large absolute or percentage number. The overall overcount for the westbound left turn lane was around 10% for each day. The loop from the westbound left turn lane also performed well. Unlike the right turn lane loop, this loop consistently *undercounted* by a small amount throughout each day. The overall undercount for the westbound right turn lane was around 13% for each day.

The northbound through loop had the second-highest overall volumes (manual and detector), yet it performed very well. The loop undercounted by 11% for a total manual volume of 2300 vehicles on Thursday. Volumes were slightly off on Friday (around 2150), and the undercount improved to only 6%.

The southbound through loop had the highest overall volumes (manual and detector), and its performance was somewhat worse than those of other loops. As was the case for the northbound through loop, the southbound through loop consistently undercounted, although to a greater degree. The loop undercounted by 19% for a total manual volume of 2600 vehicles on Thursday. Volumes increased slightly on Friday (around 2700), and the undercount increased as well, to 26%.